

Wingin' It



Arlington Municipal Airport Newsletter

Issue 2—April 2014

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GKY Business Spotlight



AgustaWestland

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For those of you at Arlington Airport who may have wondered what the red and white, slightly strange looking aircraft is doing here; well, the easy answer is that it is a tiltrotor – “a smaller cousin of the V-22 Osprey” is how the test pilots describe it to the various air traffic controllers who ask.

The 609 program was until recently a partnership between Bell Helicopters and AgustaWestland. In 2012, the program became solely owned by AgustaWestland and at this point, the facility moved across runway 16/34 to the east side of the airport where the AW609 now taxis from (just abeam Echo taxiway for those who know KGKY well – so if you are taxiing north on Alpha abeam Echo then keep a look out right!).

A tiltrotor can be either an airplane or a helicopter – the angle of the nacelles is controlled by a small thumbwheel operated by the pilot's left hand. However, as far as FAA certification is concerned, it is neither. It will be certificated in the 'Powered Lift' category (not the airplane or helicopter category). Pilots will need a Powered Lift license and it will be the first civilian tiltrotor in the category. That is, fundamentally, what the aircraft is doing at Arlington – pursuing FAA certification.

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EAA Hosts B17 Tour at GK Y Tuesday, April 29, 2014

EAA Chapter 34 is offering historic flight experiences in its beautifully restored B-17G Flying Fortress “Aluminum Overcast.” One of only 13 Fortress's still flying, this aircraft is an icon of the Allied strategic bombing effort that helped turn the tide of battle in World War II. Unlike reading a history book, you can actually fly a mission back in time and feel the might of this magnificent machine, just as those brave young men did more than 60 years ago.

To book a flight please call **1-800-359-6217** or **b17.org**

Daily Schedule:

10:00 – 11:00 – 12:00 – 1:00PM

Ground Tours are scheduled from 2 to 5 PM

Pricing:

Pre-book - for EAA members \$409, for non-members \$449

Walk-up – for EAA members \$435, for non-members \$475

Ground Tour Pricing - Cost \$10 per adult, \$20 per family.

Active Military, Veterans & Children 8 and under are Free.



Photo courtesy of Bob Brennan Photography

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ATC Matters

With the summer months quickly approaching and good VFR flying weather along with that, good communications are paramount to creating and maintaining a safe flying environment. With that being said, here are a couple of questions you might find useful, especially for the new students/pilots here at Arlington Airport.

Question 1: When can aircraft call signs be abbreviated?

- A. Never
- B. Only after initial contact, and if there is no other aircraft with the similar numbers or sounds in the call sign
- C. Between sunrise and sunset
- D. When it is a student pilot and on their initial solo flight.

(Answer is in the Aeronautical Information Manual (AIM), para 4-2-4.)

Question 2: True or False. The term “minimum fuel” indicates an emergency situation.

(Answer in FAA JO N7110.65V, para 2-1-8, which states: Use of the term “minimum fuel” indicates recognition by a pilot that his/her fuel supply has reached a state where, upon reaching destination, he/she cannot accept any undue delay. This is not an emergency situation but merely an advisory that indicates an emergency situation is possible should any undue delay occur. A minimum fuel advisory does not imply a need for traffic priority. Common sense and good judgment will determine the extent of assistance to be given in minimum fuel situations. If, at any time, the remaining usable fuel supply suggests the need for traffic priority to ensure a safe landing, the pilot should declare an emergency and report fuel remaining in minutes.)

Airport Security Improvements

In an effort to enhance security at the Airport, a new gate at the main entrance near Harrison Aviation was recently installed. This is a VMAG, or high velocity magnetic gate. The gate opens in 3 seconds; waits 3 seconds after the vehicle clears the gate, and closes in 3 seconds.

The gate is also equipped with a battery backup system. If the power is cut off, the gate will still operate for over 1,000 cycles. It is also the easiest gate at the airport to manually open. Airport Operations staff can respond and within seconds have the gate open.

In addition, codes at all existing gates were changed for security reasons on March 28, 2014. Just a reminder—while it may be convenient to share a gate code rather than escorting friends or other visitors, please consider the security of the airport and do not share the codes.

Future Airport Security Improvements planned for 2014 include replacement of the North Collins Gate, a new oil containment bay, and security camera installation at gates and hangar areas.

Please make sure to stop after you enter or exit the Airport and wait for the gate to close before proceeding. This will help prevent unauthorized entry to the Airport. Signs are posted at each gate to instruct customers, visitors, and tenants needing assistance to call the Airport Operations phone number if they need to enter the Airport.



Focus on Safety

- **WHEN DRIVING ON THE AIRPORT, REMEMBER THE SPEED LIMIT IS 15 MPH**
- **AIR SAFETY AND SURFACE ERROR PREVENTION PROGRAM PAMPHLETS ARE AVAILABLE ON REQUEST**
- **IF YOU NOTICE SUSPICIOUS BEHAVIOR, MAKE NOTES OR TAKE A PHOTO OF THE ACTIVITY. CALL AIRPORT OPERATIONS AT 817-459-5571 OR AFTER HOURS AT 817-459-5533. KEEP YOUR DISTANCE AND DON'T TAKE RISKS WITH YOUR SAFETY.**

Web address: www.arlingtontx.gov/aviation

Comments or
Suggestions for
Upcoming Newsletters?

EMAIL AIRPORT @ARLINGTONTX.GOV
OR CALL TRUDI LOY AT 817-459-5570.

2013 ANTN Digicast Airport Award for Training Excellence

Arlington Municipal Airport has earned an ANTN Digicast Excellence in Airport Training award for training completed in calendar year 2013. The award, presented by the American Association of Airport Executives (AAAE), signifies that Arlington Airport employees have completed a specified amount of federally mandated airport-specific and continuing education training using ANTN Digicast's Web-based training system. **Arlington Municipal Airport** is one of only 90 airports nationwide to earn the honor for 2013. The award levels are based on total training programs watched and total number of employees trained at each airport. Award levels vary based on the airport's hub size.

"By earning Excellence in Airport Training awards, these 90 airports have demonstrated their dedication to improving operations, safety, and preparedness," said Patrick Raker, senior vice president of AAAE's Training and Technology Services Department.

Airports that subscribe to ANTN Digicast have unlimited access to the service's training programs, which currently number more than 300 videos. Topics covered range from Federal Aviation Administration required recurrent training in areas including airfield driver training and wildlife mitigation to security-related training, customer service, and more.

Increased DC-9 Traffic



You may have noticed increased DC-9 traffic recently. These large cargo planes are bringing in GM parts and supplies. GM has several new suppliers, some of which are in Mexico. Unfamiliar with GM's production schedule and product delivery requirements, several are not meeting the required delivery schedules of the plant to the extent that ground transportation options are subsequently unable to deliver the necessary parts and supplies in time to meet the plant's production schedule. Therefore, the plant has to have the components air shipped to Arlington to meet production requirements.

We anticipate the increased traffic to continue for several more weeks while suppliers play catch up before GM returns to more conventional ground transportation methods.

Airport Conference Room/Lobby Use Policy

Do you have questions about reserving the Airport conference room or lobby for your next meeting? Click on the link to read the [Airport Conference Room/Lobby Use Policy](#).

Friends of U.S. Contract Tower Association Requests Assistance

The FAA Contract Tower (FCT) Program came under unprecedented attacks last year during the federal budget sequestration debate in Washington. Only through the collective efforts of the U.S. Contract Tower Association (USCTA), airport operators, controllers, pilots and aviation users were we ultimately successful in protecting the program and keeping contract towers open.

While Congress has provided funding to keep all contract towers operational through September 2014, challenges to the program remain real. Federal spending remains under tremendous pressure, and the Administration has made clear that it will continue to give the program close scrutiny.

USCTA remains actively engaged in protecting these critical air traffic control assets, but are requesting your help. Please consider making a small donation to USCTA to help keep contract towers viable into the future by clicking on the Friends of the U.S. Contract Tower Association web link below. **All** donations will be utilized by USCTA to continue our collective advocacy efforts in Washington. Thanks very much for your time and consideration!

[**FRIENDS OF U.S. CONTRACT TOWER ASSOCIATION**](#)

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Presently, it is an experimental prototype, which is why you may hear the exceedingly long call sign on the radio: “Experimental Tiltrotor November Six-Oh-Nine Tango Romeo”. The aircraft is full of flight test equipment, which is continuously monitored through a radio link by a team of engineers in a telemetry room at the AW Arlington facility. Developing and certificating the world’s first civilian tiltrotor is a demanding and complex evolution and, as a result, the aircraft can sometimes request unusual clearances or spend more time on the runway than might be expected. The AW609 test pilots would like to pass on their apologies if they have, do, or will mess up your traffic patterns here at Arlington but they hope that you might understand that things are not always straightforward!

“Converting to Airplane Mode – En Route LA”

With those words, the AW609 departed Arlington Municipal Airport last February – the first time that the aircraft had travelled more than 100 miles from the TTT VOR at DFW. The destination was Angel Stadium in Anaheim, CA as the aircraft was requested to appear at HAI Heli-Expo 2014, the biggest helicopter trade show in North America and possibly the world.

It left early on the morning of February 23rd and arrived in LA at 2 p.m. local time – that is what this tiltrotor can do!



Enroute photo - 25,000 ft. and 250 kts.



With all the extra flight test equipment on board, the AW609 was accompanied out and back by a Lear Jet chase aircraft with a small team of engineers and equipment on board. The unusual formation created great interest (stopping traffic on an LA freeway), some spectacular photo opportunities and some humorous radio calls.

On approach, after the Lear Jet had been cleared to land on the runway, the 609 asked to land at a taxiway intersection. The ATC asked, “Are you a helicopter?” The 609 reply — “We will be by the time we get there!”

The show was held in the Anaheim convention center, which is right next to Disneyland. Angel Stadium served as a heliport for the event. So having flown IFR as an airplane all the way to LA, the 609 landed as a helicopter at the stadium.

The aircraft returned safely to its Arlington home a few days later, having just escaped the approaching storm in LA, and landed at night (an unusual occurrence for an experimental aircraft).

With so many visitors, journalists and cameramen in Anaheim, there are a multitude of photos of the event, some of which we have included here. The trip to Anaheim was a great success; however, as you can see in this photo, parking the AW609 in the Angel Stadium parking lot can have its own risks!



*Article and accompanying photos provided by
Paul Edwards, Experimental Test Pilot
AgustaWestland Tilt-Rotor*